

LABOR DEMANDS THAT RAILROADS BE FREED FROM PRIVATE CAPITAL

Officials Consider the Demand One of Most Serious Country Has Been Called to Face.

Washington, Aug. 4.—Organized labor came out today with the unequivocal, formal demand that private capital be retired from the railroads.

A tripartite control composed of the public, the operating management and the employees is demanded instead.

Addressed to the American public and signed by the engineers, the firemen, the conductors and the American Federation of Labor, a formal statement was issued announcing this proposal which will be carried before Congress Wednesday.

"It marks," says the statement, "the step by which organized labor passes from demands for wage increases to demand that the system of profits in industry be overhauled."

Serious Proposition.

This sentence sums up in a few words the proposal of which there have been hints and indications, but which is now laid before the country for the first time. Everywhere in official Washington it is recognized as the most serious and far reaching proposition the country will be called on to face.

Characterizing the proposal as "labor's bill," it is put forth as a remedy for the high cost of living, because the railroads are the key industry of the nation. It demands the "genuine cooperation and partnership based on a real community interest and participation in control" of which President Wilson spoke to Congress, and which the statement says has been ignored by labor and the private owners of the roads.

"We ask," it says, "that the railroads of the United States be vested in the public; that those actually engaged in conducting that industry, not from Wall street but from the railroad offices and yards and out on the railroad lines, shall take charge of this service for the public."

What Labor Demands.

Briefly, labor's plan demands: That private capital be eliminated from the railroads.

That the private owners receive for them government bonds "with a fixed interest return for every honest dollar that they have invested."

The tri-partite control heretofore referred to be established in corporations which shall lease the roads and in which the public, the operating managements and labor shall be represented equally.

That the public, the operators and the wage earners share equally all revenue in excess of the guarantee to private capital, by granting to the operators and the employees one-half the savings which are expected to be made by such a perfected organization, and the public the other half as consumers, either by increasing service without adding costs or by reducing costs.

Originates With Labor.

"This role originates with labor," says the statement, "because labor happens to have firm organizations through which it may become articulate."

The trainmen are not represented in the statement because W. C. Lee, president of the brotherhood, was out of the city, but it was said they would join in it.

The statement follows:

"The innuendos in telegraphed dispatches from Washington, appearing also in the speech of Representative Blanton, that the railroad unions are 'holding up Congress and the government,' may as well cease. This appeal is made to the American people direct. It invokes the judgment and common sense of public sentiment, of all the public which earns a wage or a stipend. We recognize that the only way in which we can exist under the present system is to demand further increases in wages. But we agree with Representative Blanton that this affords but temporary relief. It does not offer a remedy.

Remedy Offered.

"Labor's bill, on the other hand, provides a remedy and we ask merely that its terms be scrutinized. Our full argument in support of these terms will be represented on Wednesday before the House committee of interstate commerce. In this statement we are sounding the note of our basic peace.

"That this role originates with labor is merely because labor happens to have firm organizations through which it may become articulate. It is not to benefit labor as labor alone; it is to benefit the consuming public, of which labor at present is the audible part. Labor's bill providing that the public take over the railroads and establish a tri-partite control between the public, the railroads' operating management and the employees, the labor organizations of America have established this new policy

which envisages labor not only as producers, but also as consumers. Overhaul Profit System.

"It marks the step by which organized labor passes from demands of wage increase to demands that the system of profits in industry be overhauled. Hitherto, during successive wage negotiations and arbitration awards, we have called for provisional settlements only of questions arising out of differences as to wages, hours and conditions of labor. That principle of genuine cooperation and partnership based upon a real community of interest and participation in control of which President Wilson has spoken to congress, has been ignored both by labor and by private owners of the railroads.

"Wage increases which have been received in the past few years have resulted in the immediate increase of living conditions. While these conditions have gone around the cycle, labor as producer loses the advantage of the new wages through the additional cost in prices as consumer. Moreover, compounded profits taken on these wage increases, each cycle becomes an upward spiral of costs which the consuming public vainly reaches to control.

Eliminate Private Capital.

"As the majority part of the consuming public, labor is entitled to membership on the directorate of directors. As a producer of capital it is entitled to representation on the directorate of the railroads. To capital which is the fruit of labor, we now propose to adjust every obligation. We demand that the owners of capital who represent only the financial interests as distinguished from operating brains and energy be retired from management, receiving government bonds with a fixed interest return for every honest dollar that they have invested in the railroad industry. We ask that the railroads of the United States be vested in the public; that those actually engaged in conducting that industry not from Wall Street, but from the railroad offices and railroad yards and out on the lines, shall take charge of this service for the public.

Rights They Claim.

"These represent all the brains, skill and energy that is in the business. They are entitled to that measure of control which is equal to their ability and their responsibility for operating the transportation properties. Then, and then only, will the service primarily be for the public, not primarily for profits to speculate and inflators of capital. As a means for accomplishing this end, we ask that a lease be granted to a corporation created not for profit but for public service. We ask that this corporation be controlled in its management by an equal representation of which industry is based. The public, the three fundamental interests upon operating managers and wage earners will then guarantee both the integrity of the investment required for the conduct of the industry and that return which induces it by investing, to enter the public service.

Share Earnings Equally.

"The public as consumers and the operating managers and wage earners as producers having joined in that guarantee, will then share equally all earnings in excess of the amounts required to meet the guarantee.

"This is provided by granting to the wage earners and management, one-half of the savings which they, through their perfected organizations can make and by securing to the public the other half to be enjoyed by the consumers, either by increasing the means of service without increasing fixed charges or by reducing the cost of the service which the machinery then in existence can render. Thus the cost of transportation is automatically reduced exactly in proportion as benefits accrue to the producers of transportation. Increase in earning power of producers under this system cannot be reflected in increased costs; it must be balanced by decreased costs.

Railroads Key Industry.

"The railroads are the key industry of the nation. They affect at once the price of every necessity. As increased transportation costs are reflected in the increased cost of all commodities, so a reduction in those commodities must be reflected by reduced prices.

"We say this because of labor's interest as consumer, as part of an overburdened public. This statement of principle we respectfully submit to the American people."

Chairman Cummins of the Senate interstate commerce committee, today called a meeting for tomorrow to discuss railroad problems and determine whether hearings shall be reopened.

Surgical Triumph.

Boston Transcript.
"And shall I be able to play the piano when my hands heal?" asked the wounded soldier.

"Certainly, you will," said the doctor.
"Gee, that's great! I never could before."

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is what you need. It's a purely vegetable tonic and blood purifier. Mildly laxative or thoroughly cathartic according to the dose. It wakes up a lazy LIVER and keeps it "on the job." It induces healthy action of the KIDNEYS. It puts the BOWELS in good condition and keeps them that way. YOU need something of this kind—and every member of the family, from the children up, does too. Get it at your drug store.

"For two years I suffered with some kind of stomach trouble and indigestion. I tried several remedies, but could get no relief until I tried your DR. THACHER'S LIVER AND BLOOD SYRUP. Two bottles cured me. I have no trouble with my stomach now; can eat anything I desire without fear."—Miss Fannie Johnson—Tenn.

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The Sheriff Upholds the Law.

The Light.

The negroes of Newberry county, and in fact of the State, feel grateful indeed to Sheriff Blease for his manly stand in upholding the law in Newberry last week, where a worthless negro would have been lynched had not the sheriff been determined to uphold the law. No doubt Governor Cooper's counsel gave strength to the peace officials. Of course it was the duty of the sheriff to get his prisoner out of the way of the indignant citizens, but even duty performed in such cases is a burden to be dreaded, and carries with it the risk of one's own life without conscientious approval.

Its disgusting and harmful to the good thinking negroes, that so soon after the Denmark and Pomaria tragedies, and with the embers of race riots in Washington and Norfolk barely smoldering, and with lynchings recorded every day or so from Georgia, Mississippi or Texas, to see that a young negro soldier, reared in a Christian home and educated, should so far forget his own good family name—mothers and sisters—his sanctified, gray haired father, as to offer "insult to any woman." What an era of bad feelings and general troubles his foolish actions would have caused, and in fact have already engendered in the minds of many white people in Newberry against the negroes there. Better that Elisha Harper, with his prophetic name, had fallen a hero on the field of Flanders, passed with the flu in French barracks or gasped his last in an American camp, than to come home and disgrace his family, race and uniform in the State penitentiary by insulting any woman. The same remark holds true of all or either of our four sons who were in the army.

It's a shameful slander on the women of the negro race, that any negro man would go around with his pockets stuffed with white women's pictures. That of itself showed the foolish young Harper to be mournfully inclined in respect to the women of the race. As preachers and teachers, negro leaders just as well speak out against this inclination of some of our negro boys, from the pulpit and class room.

We advise the negro boys to throw to the flames the pictures of French girls or any other white women. How loud we negro men would curse, even old Harper, if our wives and daughters would gallop around with a pocket full of white men's pictures? The same is true of any negro that stalks around with white girls' pictures in his pockets. We advise the negroes to not send one word of sympathy nor one cent of aid to any negro that falls in Harper's class, insulting women and being fascinated and lured to crime by French girls' pictures. Young Harper was told, like other soldiers,

KILLS RATS

and mice—that's RAT-SNAP, the old reliable rodent destroyer. Comes in cakes—no mixing with other food. Your money back if it fails.

25c size (1 cake) enough for pantry, kitchen or cellar.

50c size (2 cakes) for chicken house, coops, or small buildings.

\$1.00 size (5 cakes) enough for all farm and out-buildings, storage buildings, or factory buildings.

Sold and guaranteed by Newberry Hardware Co., and Gilder & Weeks Co.

Lalley Light



Lalley Light is a complete unit—engine and generator—with 16 cell storage battery. It supplies ample electricity for lights, water pump, washing machines, sweeper, cream separator, fanning mill, iron, etc.

The grand average saving in all the records compiled thus far is better than 13 hours per week

Many of these farmers admit they installed the Lalley because their wives, sons and daughters gave them no rest till they did.

They weren't thinking so much of the saving. They simply couldn't get away from the conclusion that their wives and families were entitled to the comfort, the education, the conveniences of Lalley-Light-and-power.

Now they are finding that Lalley is even more than a wonderful comfort and convenience.

It is making money by saving time for them. Think of one man admitting cheerfully that he has gained 66½ hours' labor in one week!

The wise thing for you to do is to see Lalley Light.

Its value to you, your family and your farm is so great that it would pay you to make a special trip to us as soon as you can.

Or we will come to you if you telephone.

Ask your Lalley dealer to show you the Lalley Saves Book telling experiences of Lalley owners

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Lalley Light

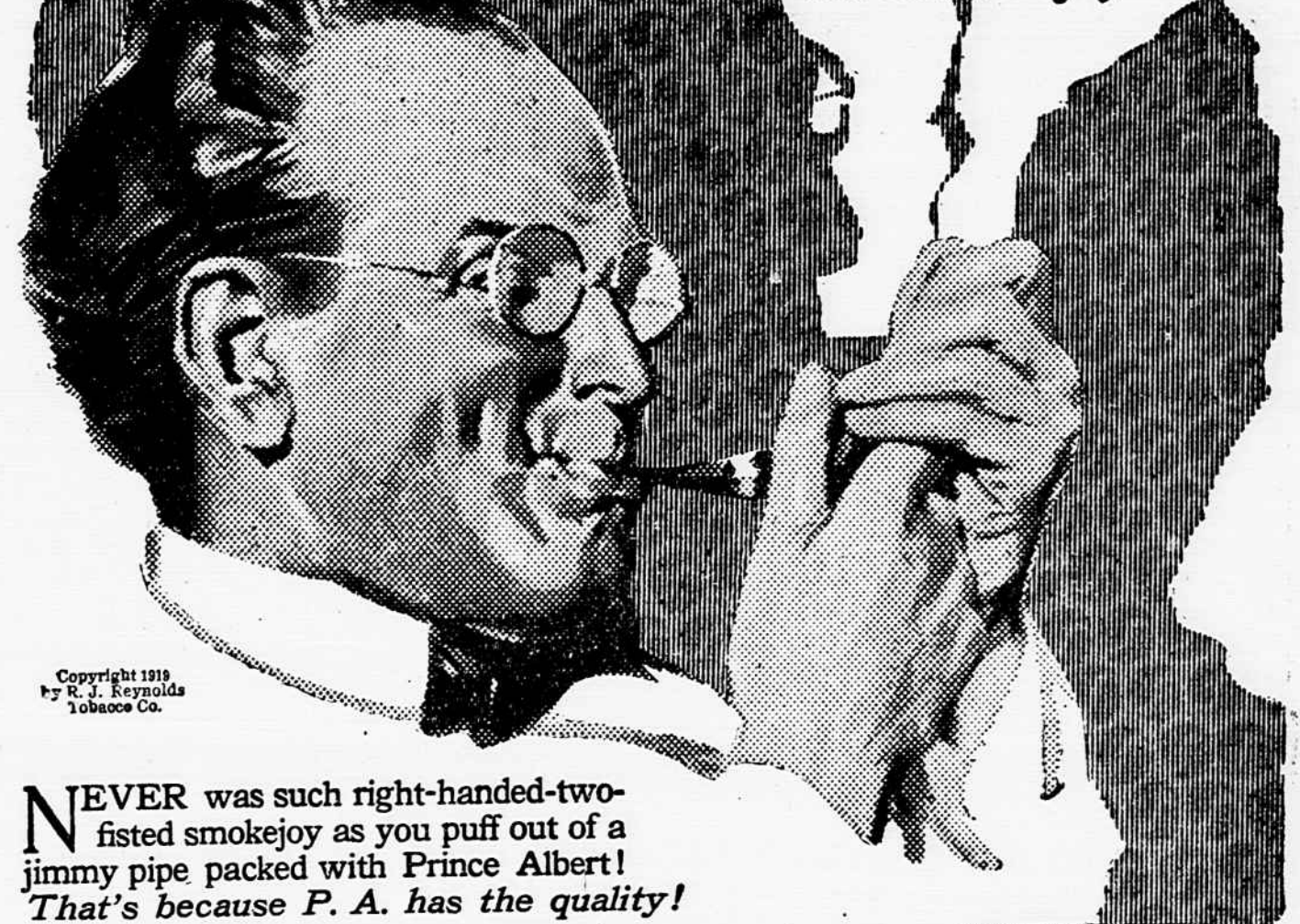
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Tippy red bags, tidy red tins, handsome pound and half-pound tin humidors—and that classy, practical pound crystal glass humidor with sponge moistener top that keeps the tobacco in such perfect condition.

R. J. Reynolds Tobacco Company, Winston-Salem, N. C.



to leave those pictures in France, but he failed to obey.

Young negroes who have black mothers and kindred, can cast no further aspersion on the true women of the race, and no greater harm to forestall the uplift of the race, than the ever lurking desire to mess up with white people. No women in the world are better and truer to negro men than negro women, and to hates by the electric chair route with the negro that molest women of any other race.

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Worth Cultivating.

It isn't only women who discuss servants in these days. Mr. Brown and Mr. Brand were on the topic in the train recently.

"You treat your cook as if she were a privileged character," Mr. Brand said.

"As long as she is with us we expect to be well taken care of," explained Mr. Brown.

"In a culinary way?"

"Not entirely. She has a brother in the police force, another brother drives a coal cart and her sweetheart is in our butcher's shop."

She: "Charley, if we were both free again would you chose me to be your little wife?"

He: "Now what do you want to start a quarrel for just as everything's going pleasantly?"

Why People Buy Rat-Snap in Preference to Rat Poison.

(1) RAT-SNAP absolutely kills rats and mice. (2) What it doesn't kill it scares away. (3) Rats killed with RAT-SNAP leave no smell, they dry up inside. (4) Made in cakes, no mixing with other food. (5) Cats or dogs won't touch it. Three sizes, 25c, 50c, \$1.00. Sold and guaranteed by Newberry Hardware Co., and Gilder & Weeks Co.